(2) Amended Claims

1. (Currently amended) Reduction gearing ~~(10)~~ of an electrically operated actuator to control a gaseous or liquid volume flow ~~(98) in particular~~ in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing ~~(10)~~ comprises a primary gear module ~~gearing (12)~~ with at least one drive motor ~~(20)~~ and a secondary gear module ~~gearing (14)~~ with an output drive ~~(36)~~, wherein a self-lock ~~(16)~~ is integrated, and said ~~the~~ gear modules ~~(12, 14)~~ are connected together detachably.

2. (Currently amended) Reduction gearing ~~(10)~~ according to claim 1, characterised in that the gear modules ~~(12, 14)~~ are mutually interchangeable, where ~~in particular~~ for the same primary gear module ~~gearing (12)~~ different secondary gear modules ~~gearings (14)~~ can be used.

3. (Currently amended) Reduction gearing ~~(10)~~ according to claim 1 or 2, characterised in that the self-lock ~~(16)~~ which is ~~preferably~~ arranged on a ~~the~~ first free-running gear wheel ~~(F)~~ is formed as a torque-limiting coupling~~, in particular as a friction coupling~~.

4. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 3~~, characterised in that the self-lock ~~(16)~~ is formed as a single or double mechanical friction coupling, magnetic coupling or other brake coupling.

5. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 4~~, characterised in that the self-lock ~~(16)~~ has an outer friction surface ~~(68)~~ with a large radius ~~(R)~~ and an inner friction surface ~~(70)~~ with a small radius ~~(r)~~, whereby with the same self-lock device, different values of resistance to a torque can be set.

6. (Currently amended) Reduction gearing ~~(10)~~ according to claim 5, characterised in that the outer friction surface ~~(68)~~ is formed on a ~~the~~ spur gear ~~(F)~~ of the primary gear module ~~gearing (12)~~, and the inner friction surface ~~(70)~~ on a housing part ~~(60)~~, or conversely.

7. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 6~~, characterised in that the self-lock ~~(16)~~ is formed as an externally activated switchable coupling.

8. (Currently amended) Reduction gearing ~~(10)~~ according to claim 7, characterised in that the self-lock ~~(16)~~ in the area of the inner friction surface ~~(70)~~ can be locked with a protruding trip cam ~~(80)~~.

9. (Currently amended) Reduction gearing ~~(10)~~ according to claim 7, characterised in that the gear wheel ~~(F)~~ of the primary gear module gearing (12) is firmly connected with the self-lock ~~(16)~~, a housing part ~~(60)~~ forms an annular outer friction surface ~~(68)~~ with a large radius ~~(R)~~ and a lifting bolt ~~(88)~~ which is adjustable in an ~~the~~ axial direction ~~(L1)~~ forms an ~~the~~ inner friction surface ~~(70)~~.

10. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to~~ 9, characterised in that the self-lock ~~(16)~~ comprises a rotationally stiff locking spring ~~(18)~~ which can be tensioned in the axial direction ~~(L1)~~ and is ~~preferably~~ formed as a conical pressure spring, coil spring or leaf spring.

11. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 10~~, characterised in that a gear wheel ~~(F, D)~~ in engagement with the self-lock ~~(16)~~ can be decoupled~~, preferably~~ by way of a disengagement button ~~(54)~~ on a ~~the~~ housing cover ~~(46)~~.

12. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 11~~, characterised in that a potentiometer ~~(52)~~ for a position feedback can be coupled into a ~~the~~ pinion of a ~~the~~ last gear wheel ~~(B)~~ in a ~~the~~ direction of an ~~the~~ output ~~(36)~~ by way of a gear wheel ~~(18)~~ with a shaft ~~(50)~~.

13. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 12~~, characterised in that the drive motor ~~(20)~~ is formed as a DC motor, brushless DC motor, sensorless DC motor or synchronous motor.

14. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 13~~, characterised in that, with a view to the operating safety, an energy accumulator ~~(40)~~ is integrated~~, preferably a mechanical spring, a battery or a condenser~~ in a ~~the~~ housing ~~(46)~~ of the primary gearing ~~(12)~~.

15. (Currently amended) Reduction gearing ~~(10)~~ according to ~~any of~~ claims ~~1 to 14~~, characterised in that the secondary gearing ~~(14)~~ is coupled with a hollow shaft ~~(30)~~ to drive a flap, a tap or a linear motor for a lift valve ~~(94) in particular a plug valve~~.

16. (Currently amended) ~~Use of reduction~~ Reduction gearing ~~(10) according to any of claims 1 to 15 in~~ of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one drive motor and a secondary gear module with an output drive, wherein a self-lock formed as an externally activated switchable coupling is integrated, and the gear modules are connected together detachably ~~actuator with a modular housing, modular electronics (38), a sensor and COM module, and a coupling module (28)~~.

17. (New) Reduction gearing according to claim 16, characterised in that the gear modules are mutually interchangeable, where for the same primary gear module different secondary gear modules can be used.

18. (New) Reduction gearing according to claim 16 or 17, characterised in that the self-lock which is arranged on a first free-running gear wheel is formed as a torque-limiting coupling.

19. (New) Reduction gearing according to claim~~s~~ 16, characterised in that the self-lock has an outer friction surface with a large radius and an inner friction surface with a small radius, whereby with the same self-lock device, different values of the resistance to a torque can be set.

20. (New) Reduction gearing according to claim 19, characterised in that the outer friction surface is formed on a spur gear of the primary gear module, and the inner friction surface on a housing part, or conversely.

21. (New) Reduction gearing according to claim 16, characterised in that the self-lock in the area of the inner friction surface can be locked with a protruding trip cam.

22. (New) Reduction gearing according to claim 16, characterised in that the gear wheel of the primary gear module is firmly connected with the self-lock, a housing part forms an annular

outer friction surface with a large radius and a lifting bolt which is adjustable in an axial direction forms an inner friction surface.

23. (New) Reduction gearing according to claim 16, characterised in that a potentiometer for a position feedback can be coupled into the pinion of a last gear wheel in the direction of an output by way of a gear wheel with a shaft.

24. (New) Reduction gearing of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and the gear modules are connected together detachably and a gear wheel in engagement with the self-lock can be decoupled by way of a disengagement button on a housing cover.

25. (New) Reduction gearing according to claim 24, characterised in that the gear modules are mutually interchangeable, where for the same primary gear module different secondary gear modules can be used.

26. (New) Reduction gearing according to claim 24 or 25, characterised in that the self-lock which is arranged on a first free-running gear wheel is formed as a torque-limiting coupling.

27. (New) Reduction gearing according to claims 24, characterised in that the self-lock has an outer friction surface with a large radius and an inner friction surface with a small radius, whereby with the same self-lock device, different values of the resistance to a torque can be set.

28. (New) Reduction gearing according to claim 27, characterised in that the outer friction surface is formed on a spur gear of the primary gear module, and the inner friction surface on a housing part, or conversely.

29. (New) Reduction gearing according to claim 24, characterised in that a potentiometer for a position feedback can be coupled into the pinion of a last gear wheel in the direction of an output by way of a gear wheel with a shaft.